

HISTORICAL AND ARCHAEOLOGICAL  
ASSESSMENT  
OF PROPOSED CYCLEWAY,  
NEAR THORNLEIGH QUARRY,  
VIA DE SAXE CLOSE,  
THORNLEIGH  
(BEROWRA VALLEY REGIONAL PARK),  
N.S.W.

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For  
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## CONTENTS.

CONTENTS.....	ii
ACKNOWLEDGMENTS.....	iv
ABBREVIATIONS.....	v
1 INTRODUCTION.....	1
1.1 Background.....	1
1.2 Brief.....	1
1.3 Location of site.....	1
1.4 Heritage Listings.....	1
1.5 Study methodology and limitations.....	2
1.6 Author identification.....	2
2 HISTORICAL BACKGROUND.....	4
2.1 Historical figures and plans.....	8
3 SITE SURVEY.....	16
3.1 Introduction.....	16
3.2 Description of items.....	16
3.2.1 Road joining Timbarra Road and Bellamy Street, via Thornleigh Quarry.....	16
3.2.2 Sandstone box drain under road.....	17
3.2.3 Upper road from De Saxe Close to Thornleigh Quarry.....	17
3.2.4 Upper Bench of Quarry.....	17
3.2.5 Thornleigh Quarry.....	18
3.2.6 Route to former stone crusher and siding in Thornleigh Quarry.....	18
3.2.7 Railway siding.....	18
3.2.8 Sewer vent and associated works.....	19
3.2.9 Cement lined pipe and drain under road.....	19
3.2.10 Site of Hall's Camp.....	19
3.3 Plans.....	20
3.4 Photographs.....	22
4 CULTURAL SIGNIFICANCE.....	29
4.1 Current assessment criteria.....	29
4.2 Previous assessment criteria, 1996.....	30
4.3 Technical / research significance and archaeological significance.....	31

4.4	The heritage significance of the subject site.....	32
4.5	Summary of statement of significance. ....	34
5	CONSERVATION GUIDELINES AND RECOMMENDATIONS.....	36
5.1	Constraints and opportunities (conservation policies and guidelines).....	36
5.1.1	The NSW <i>Heritage Act</i> and historical archaeology .....	36
5.1.2	National Parks and Wildlife Act 1974. ....	38
5.1.3	The curtilage of Thornleigh Quarry. ....	38
5.1.4	The survival of the archaeological remains.....	39
5.1.5	The impact of the proposed development. ....	39
5.1.6	Mitigation measures.....	39
5.1.7	Interpretation and display.....	39
5.1.8	Archival recording. ....	40
5.1.9	The ICOMOS Burra Charter.....	40
5.1.10	Definition of Terms.....	41
5.2	Conservation recommendations. ....	42
	BIBLIOGRAPHY. ....	44
	APPENDIX 1. CHRONOLOGY.	
	APPENDIX 2. PRESS DESCRIPTION OF HALL’S CAMP	
	APPENDIX 3. PLANS OF PROPOSED DEVELOPMENT.	

## **ACKNOWLEDGMENTS.**

The author would like to thank

**Client:** Ms. Adele Taylor, Hornsby Shire Council.

**NPWS:** Mr Ray Fowke, Conservation Programs & Planning Division (CPPD), Central Directorate,  
NPWS, Hurstville.

## **ABBREVIATIONS**

DP	Deposited Plan (LTO)
ML	Mitchell Library
LTO	Land Titles Office
NSWGG	New South Wales Government Gazette
<i>SMH</i>	<i>Sydney Morning Herald</i>
SRNSW	State Records, New South Wales

## **1 INTRODUCTION.**

### **1.1 Background.**

This report was commissioned by Hornsby Shire Council on 5 February 2002. The preparation of an historical and archaeological assessment report is required as a condition of development consent.

### **1.2 Brief.**

The purpose of this report is to identify historical archaeological sites within the study area, to assess their archaeological significance and to make recommendations for their management and conservation prior to and during the proposed development.

### **1.3 Location of site.**

The proposed cycleway between Bellamy Street, Pennant Hills and Timbarra Road, Westleigh is located within Berowra valley Bushland Park. It passes close to a heritage item, known as Thornleigh Quarry with its associated zig-zag railway siding to Thornleigh Station. (Figure 1.1).

### **1.4 Heritage Listings.**

Thornleigh Quarry and Zig-Zag Railway Siding is listed on the Hornsby LEP, gazetted in 1994. It is also on the State Heritage Inventory, but is not listed on the State Heritage Register.<sup>1</sup> The site is not listed on the NPWS s170 Heritage and Conservation register, nor on the NPWS Historic Places Register.<sup>2</sup>

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<sup>1</sup> Research of NSW Heritage Web Site, 6 March 2002.

<sup>2</sup> Pers. Comm.: Mr. Ray Fowke, NPWS.

## **1.5 Study methodology and limitations.**

This report has been prepared in accordance with the Heritage Office and Department of Urban Affairs and Planning *NSW Heritage Manual*, as follows:

1. Historical research.
2. Site survey.
3. The assessment of the archaeological significance of the site.
4. Recommendations for management and conservation, appropriate to the present proposal for redevelopment.<sup>3</sup>

The report is also prepared in accordance with NPWS. *Guidelines for Approvals: Cultural heritage places, buildings, landscapes & movable heritage items on NPWS estate*, December 2001.

## **1.6 Author identification.**

Site survey was undertaken by Dr. Edward Higginbotham on 15 February 2002. This report was prepared by Dr. Edward Higginbotham. Historical research was undertaken by Terry Kass, historian and forms chapter 2 of this report.

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<sup>3</sup> Heritage Office and Department of Urban Affairs and Planning. 1996. *NSW Heritage Manual*.  
Heritage Office and Department of Urban Affairs and Planning. 1996. *Heritage Assessments*.  
Heritage Office and Department of Urban Affairs and Planning. 1996. *Archaeological Assessments*.  
*Archaeological Assessment Guidelines*.

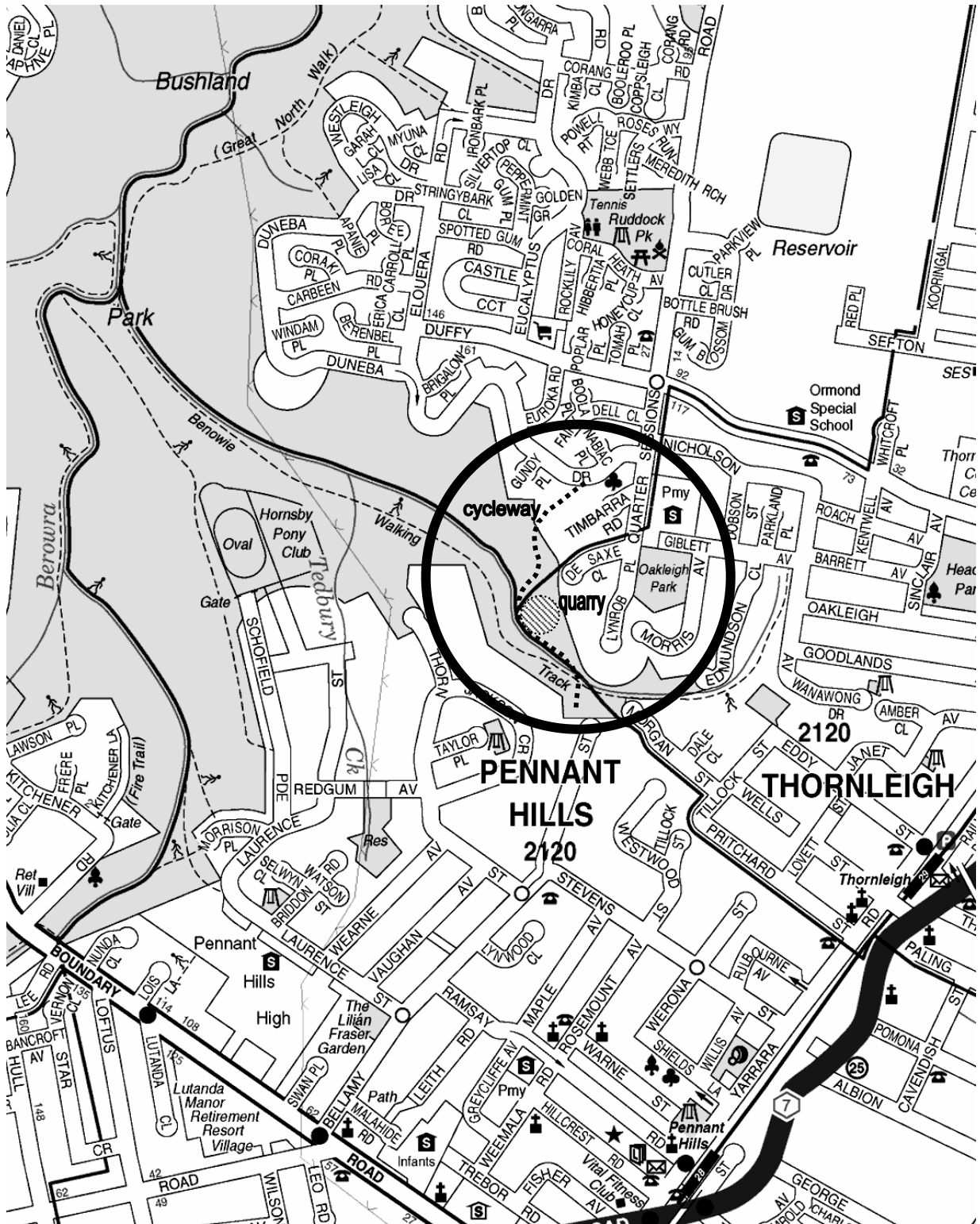


Figure 1.1 Location Plan of cycleway and Thornleigh Quarry.

## 2 HISTORICAL BACKGROUND.

The following historical background was by Terry Kass, historian.

The genesis of the Thornleigh quarry arose from the decision by the New South Wales Government to build a railway linking Sydney to Newcastle commencing at Strathfield and running north to the Hunter Valley. Assent was formally given in 1880 for the construction of the Homebush to Waratah railway as it was formally titled by the act, which provided funding for the work.

The contract to construct the Strathfield to Hawkesbury River section of the line was awarded on 1 May 1883 to Amos & Co for a total fee of £445,472.<sup>4</sup> This company established its main camp for the workers at Hall's Creek, Thornleigh.<sup>5</sup> Adjacent to it, they also opened a quarry at Thornleigh to supply the ballast, which would be used to provide a firm bed for the railway track. The stone dug from this quarry was not bluemetal nor was it a stone of volcanic origin such as was usually used in such works. It was white metal or vitrified sandstone.

The quarry was at the edge of a steep drop and the route to it was also quite steep. In order to transport the stone to the route of the railway line under construction a zigzag tram line running up to the future site of Thornleigh station was constructed. Many years later, railway enthusiast, C C Singleton lived at Thornleigh. Once he had discovered the existence of this zigzag line to the quarry, he set out to find it and was successfully able to rediscover the route of the line. He has provided the most detailed explanation of how the line operated. Trains left the main line just north of Thornleigh station and ,via two zigzags, they ran down to the quarry, reversing as required. Hall's camp was situated on a level area west of the present Tillock Street. The line crossed a creek where Singleton was still able to see earthworks in 1965. The quarry level was above that of its railway in order to permit the stone to be dumped straight into the wagons.<sup>6</sup>

None of the later subdivision plans or Deposited Plans showed the zigzag railway alignment.<sup>7</sup> However, a plan of G H Thorn's Portion boundary drawn on 29 August 1892 showed part of the alignment of the zigzag railway.<sup>8</sup> Apart from this, Singleton's plan appears to be the most complete one of the route of the tramway/railway servicing the quarry.

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<sup>4</sup> C C Singleton, 'The Short North – The Sydney-Newcastle Link Railway', *Australian Railway Historical Society Bulletin*, 329, March 1965, p 45 (Hereafter Singleton, 'Short North')

<sup>5</sup> Singleton, 'Short North', p 46

<sup>6</sup> Singleton, 'Short North', p 47

<sup>7</sup> Sydney Subdivision Plans, Thornleigh, ML ZSP:T5/1-36; DP 2097, DP 2774

<sup>8</sup> Ms.639.3000, Crown Plan

Subsequently, the site of the quarry was made into a Quarry Reserve, which was gazetted as Reserve 119 on 20 May 1885 over an area of approximately 172 acres in the Parish of South Colah.<sup>9</sup> From about this time, the quarry appears to have been used by the Public Works Department of NSW as a source of road metal. The papers for the gazettal of the area as a quarry may have thrown further light on this, but they were not filed in the archive locations where they should have been found according to Lands Department Correspondence Registers. It appears that these papers may have been missing for some time. In 1902, when other matters affecting the quarry were being investigated in the Lands Department, a later plan was marked that these papers were “missing”.<sup>10</sup>

The section of railway line between Strathfield and Hornsby was opened on 17 September 1886. The section from Hornsby to the Hawkesbury River was opened on 7 April 1887. This quarry appears to have continued to operate. In November 1888, a detailed description of Hall’s Camp next to the quarry was published. The reporter noted that, “The work of the quarry from which hundreds of tons of metal are being taken for use on the line from Pearce’s corner has called into existence almost a second edition of, say, one of our reservoir camps.” He noted that the quarry was using a crusher, which was fed by hand to break up the stone.<sup>11</sup>

According to Singleton, the quarry was abandoned when these railway works were completed by Amos & Co, but it was re-opened a few years later when Angus & Monie, contractors for the widening of the line opened it for their own requirements.<sup>12</sup> William Monie, one half of this partnership was a major contractor, who undertook large-scale projects in Victoria and NSW, such as waterworks and railways. He died in April 1919.<sup>13</sup> Later evidence suggests that the quarry was used by the Roads Branch of the Public Works Department from the 1880s.

This arrangement was imperilled when Strathfield Council applied for a Special Lease on 27 August 1901 over 5 acres at South Colah in order to quarry stone for road making. <sup>14</sup> When surveyor R J Roberts visited the quarry on 22 November 1901 with Strathfield Council’s Clerk, he found the Council wanted the land currently being used by Public Works, i.e., the former railway quarry. This quarry had originally been opened up for railway works and Roberts reported that, “ a considerable sum of public money must have been expended in so developing it”. Roberts recommended against the lease since the quarry was needed for such a wide area. He did not measure the quarry for the requested Special Lease but completed a sketch. The Clerk of Strathfield Council, Mr Balmain, refused

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<sup>9</sup> NSWGG, 20 May 1885, p 3321

<sup>10</sup> Lands, Miscellaneous Lease Branch, Correspondence, At Ms.Ls 03/4996, SRNSW 10/11438

<sup>11</sup> Cumberland Mercury, 28 Nov 1888, p 3

<sup>12</sup> Singleton, ‘Short North’, p 47

<sup>13</sup> H J Gibbney & A G Smith, *A Biographical Register 1788-1939*, Canberra, 1987, volume 2 p 113

<sup>14</sup> Lands, Miscellaneous Lease Branch, Correspondence, At Ms.Ls 03/4996, SRNSW 10/11438

to select another area, which would need two or three hundred pounds to develop. Subsequent enquiries to the Public Works Department showed that it had used the quarry for nearly twenty years, though the Lands Department had no record of its occupation of the site.<sup>15</sup>

Furthermore, the Public Works Department reported on 29 January 1902 that it was using the quarry to obtain white metal or vitrified sandstone for metal for roads. It was the only one in the Hornsby and Pennant Hills district. The Public Works Department had devoted much effort to clearing out debris and repairing approach roads to the quarry, it claimed. The current working face was 70 feet deep. The Public Works Department opposed the application for a Special Lease.<sup>16</sup>

When the Parramatta Land Board considered the application on 10 March 1903, it rejected the application by Strathfield Council for a Special Lease over the quarry.<sup>17</sup>

When the State Government created a whole swathe of local government authorities called shires in March 1906, one of the new Local Government Areas was Hornsby Shire. Shires were given control of most roads in their areas and were charged with the tasks of maintaining them. They were allowed to collect rates to fund this, as well as receiving financial grants from the State Government. In addition, other assistance was given to them to provide adequate roads.

Hornsby Shire Council was given a Special Lease from 1 December 1907 onwards over 10 acres, which was part of Quarry Reserve 119, Parish of South Colah. This lease was to run until 31 December 1917. The Council was to pay £5 per annum for the use of the quarry. Conditions associated with the lease were that they were to enclose the quarry with a substantial fence.<sup>18</sup>

It is uncertain when the Council's use of the quarry terminated. An aerial photograph of March 1930 showed the quarry site as a bare patch in the midst of bushland.<sup>19</sup>

On 7 November 1930, a Portion, which was later numbered as 569, was measured as 10 acres over the quarry site.<sup>20</sup> William Andrew Hayward of 60 Helen Street, Lane Cove was given a Special Lease on 1 February 1931 over Portion 569, measuring 10 acres for a quarry to be held from 1 February 1931 to 31 December 1937 at a rental of £10 per annum. He was to fence in the quarry securely. He had to hold a current quarry licence and pay 2 pence per cubic yard on rubble excavated and 25/- per 1,000

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<sup>15</sup> Lands, Miscellaneous Lease Branch, Correspondence, At Ms.Ls 03/4996, SRNSW 10/11438

<sup>16</sup> Lands, Miscellaneous Lease Branch, Correspondence, At Ms.Ls 03/4996, SRNSW 10/11438

<sup>17</sup> Lands, Miscellaneous Lease Branch, Correspondence, At Ms.Ls 03/4996, SRNSW 10/11438

<sup>18</sup> NSWGG, 15 Jan 1908, p 243

<sup>19</sup> MWS & DB, Aerial Mosaic of Sydney, March 1930, SR Map 32200

<sup>20</sup> C.4227.2030, Crown Plan

cubic yards of dimension stone excavated. He also had to supply details of quantities mined every January.<sup>21</sup> His lease was revoked on 12 July 1935.<sup>22</sup>

The land to the west of the quarry became part of an area set aside for public use. On 19 May 1933, Reserve 63938 was gazetted over approximately 800 acres in the Parish of South Colah, for public recreation, adjacent to the quarry.<sup>23</sup>

Other persons also held the quarry but only for brief periods. In 1939, Special Lease 39/217 was awarded to Arthur Keneth Chidgery over portion 569, but it was revoked on 23 October 1942.<sup>24</sup> It was followed in 1942, by Special Lease 42/77 held by George Henrick Nordstrom over Portion 569.<sup>25</sup>

Use of the site for quarrying had ceased by the late 1940s. In November 1947, a Lands Department Memo referred to a proposed rubbish tip to be established in the former quarry.<sup>26</sup> On 10 November 1950, Portion 847 measuring 5 acres 2 roods and 39 perches was measured over the quarry to prepare the site for a rubbish dump.<sup>27</sup>

The former quarry was included on 18 October 1968, in the gazettal of the area as an addition to Reserve 85089 for Public Recreation and Promotion of the Study & Preservation of Native Flora and Fauna.<sup>28</sup> It is now part of the Berowra Waters Bushland Park.

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<sup>21</sup> NSWGG, 6 Feb 1931, pp 626-8

<sup>22</sup> C.4227.2030, Crown Plan

<sup>23</sup> NSWGG, 19 May 1933, p 1715

<sup>24</sup> C.4227.2030, Crown Plan

<sup>25</sup> C.4227.2030, Crown Plan

<sup>26</sup> Lands, Parks Branch, Correspondence Register, 1947, SRNSW 11/21471, No 47/9644

<sup>27</sup> C.7039.2030, Crown Plan

<sup>28</sup> C.4227.2030, Crown Plan

## 2.1 Historical figures and plans.

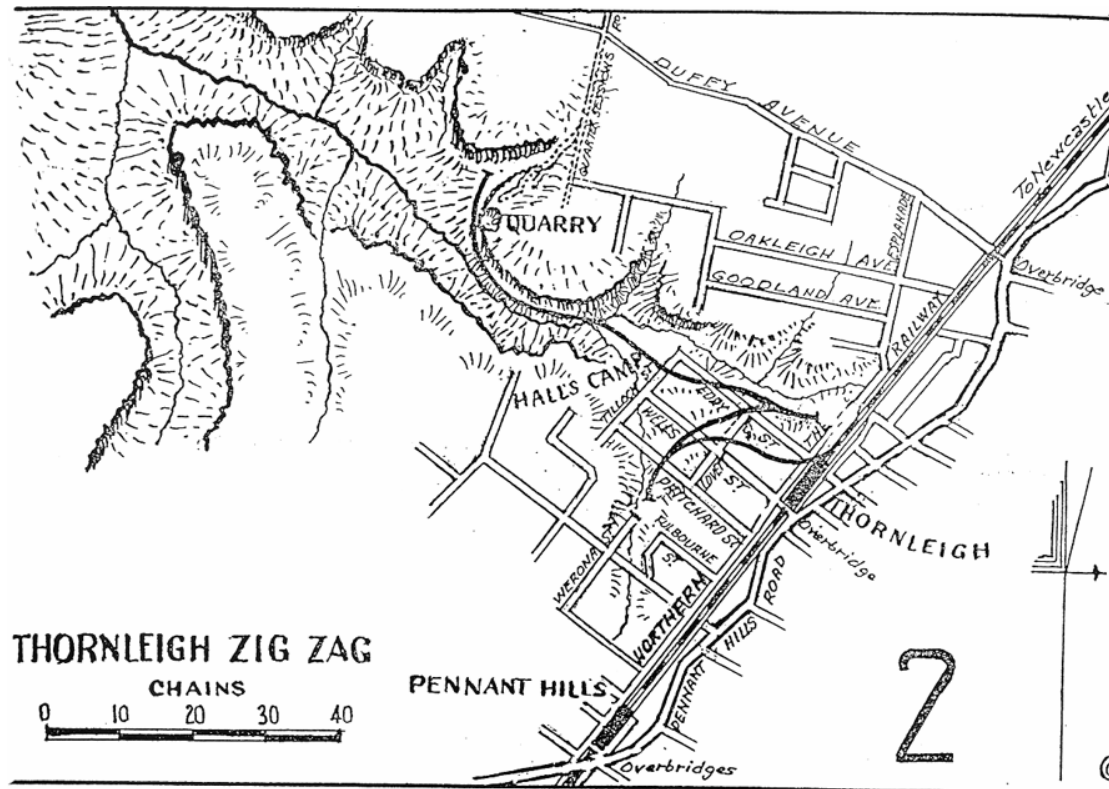


Figure 2.1. The Quarry and the Zigzag Railway

The map drawn by C C Singleton is the most comprehensive depiction of the quarry and its accompanying railway.

Source: C C Singleton, 'The Short North – The Sydney-Newcastle Link Railway', *Australian Railway Historical Society Bulletin*, 329, March 1965, p 47

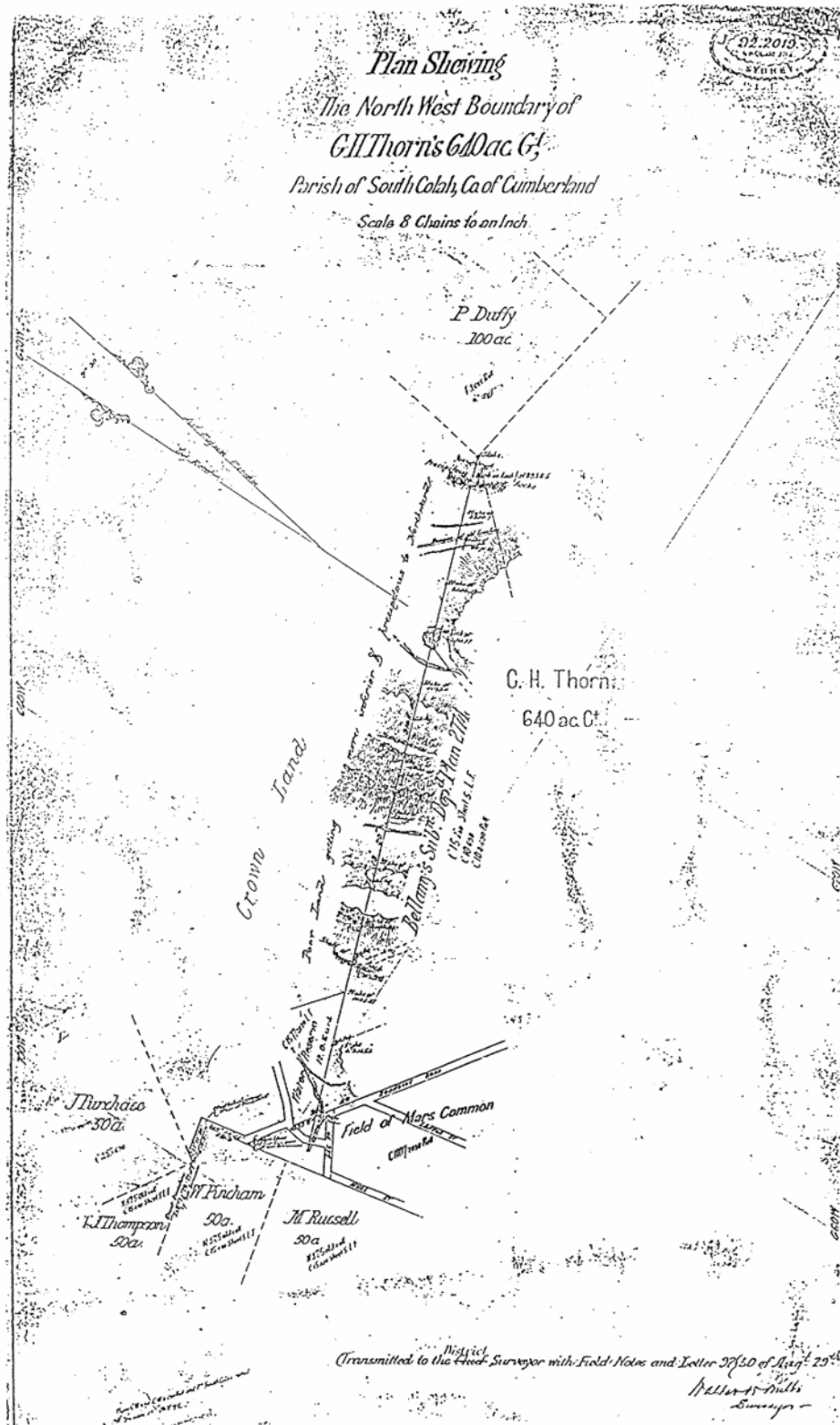


Figure 2.2. The Quarry Railway 1892  
This survey showed where the railway passed across the Portion boundary.  
Source: Ms.639.3000, Crown Plan

*Plan Shewing  
The North West Boundary of  
G. H. Thorn's 640 ac. Gt.  
Parish of South Colah, Co. of Cumberland  
Scale 8 Chains to an Inch*

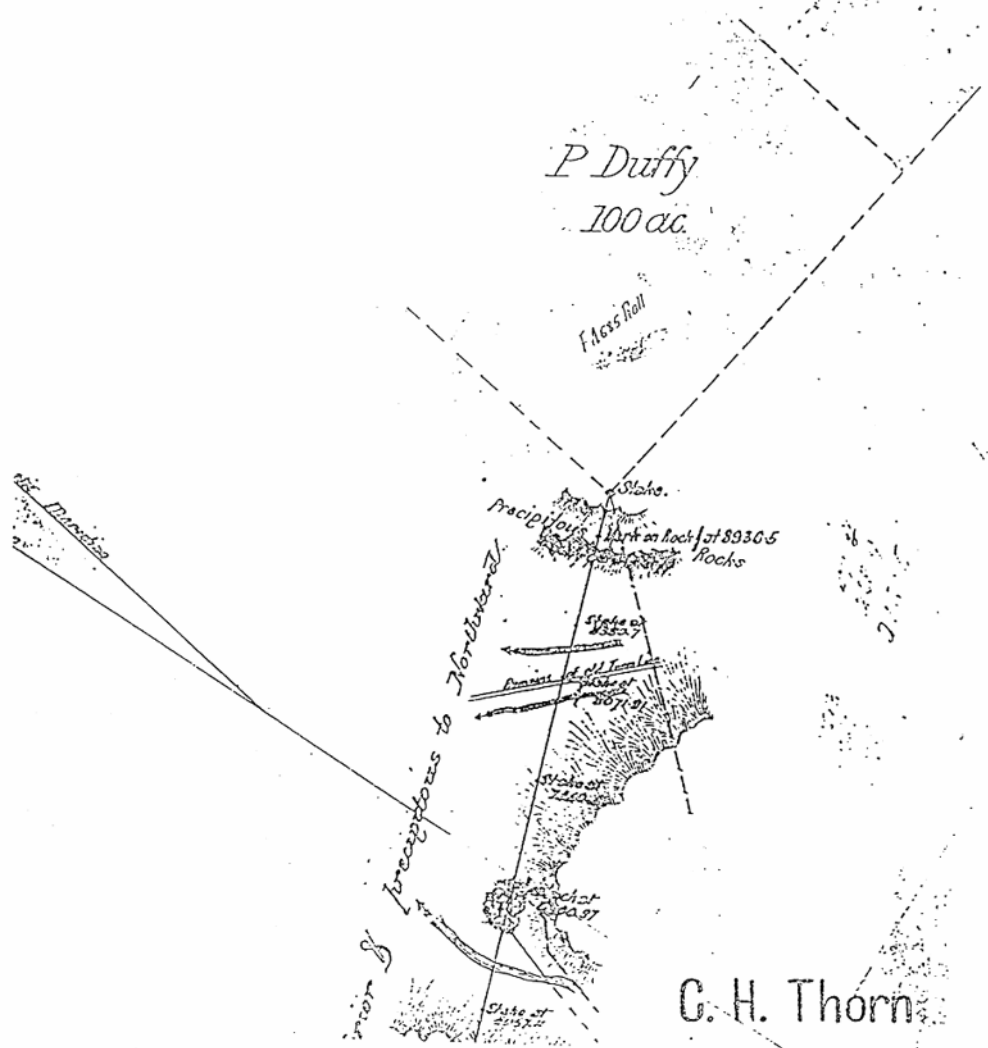


Figure 2.3. The Quarry Railway 1892

A closer view of the previous survey showing an enlargement where the railway passed across the Portion boundary.

Source: Ms.639.3000, Crown Plan

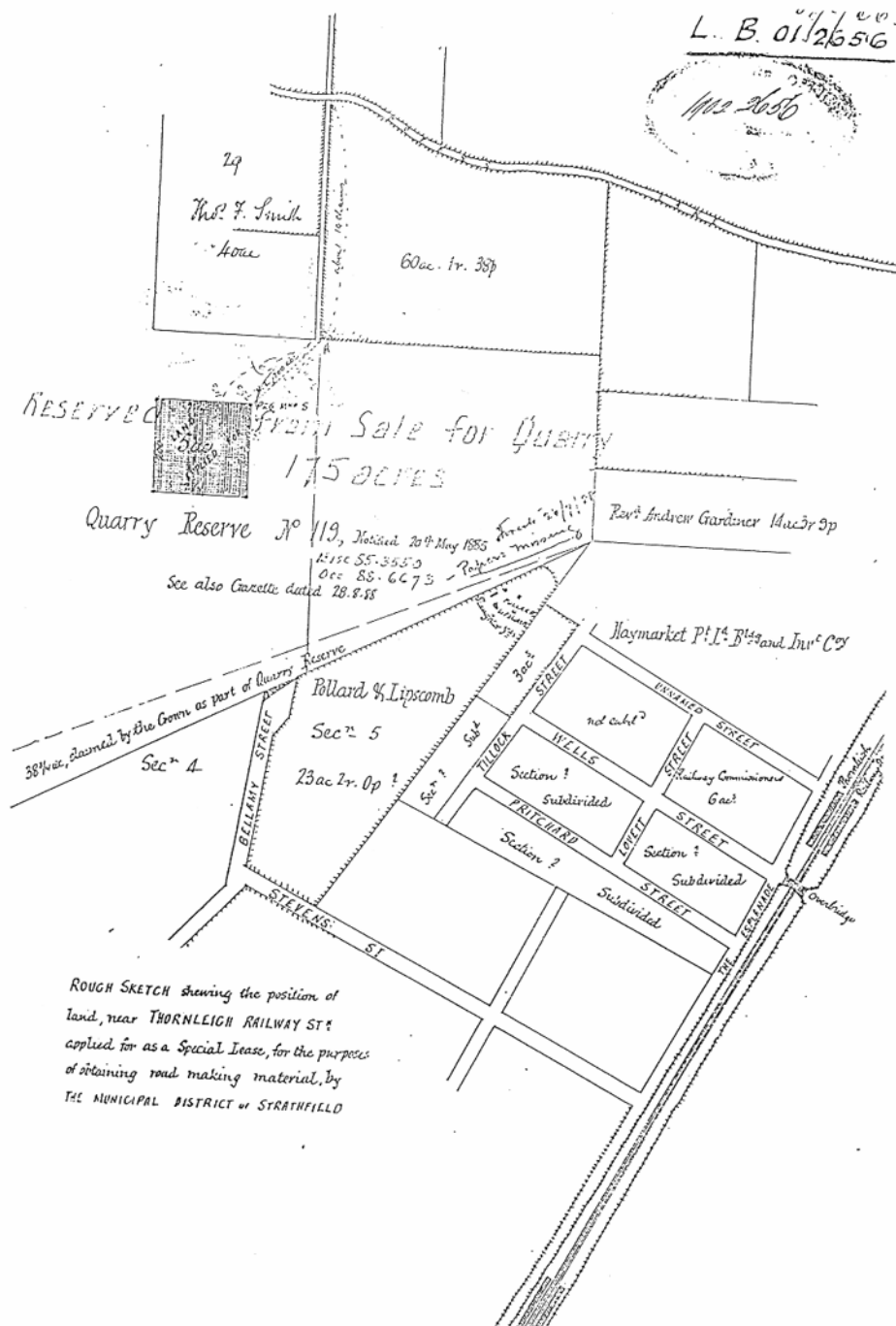


Figure 2.4. The Quarry Reserve 1901

The position of the quarry and its relation to the surrounding area is shown in this sketch map.

Source: With Ms.Ls 03/4996 Lands, Miscellaneous Lease Branch, Correspondence, SRNSW 10/11438

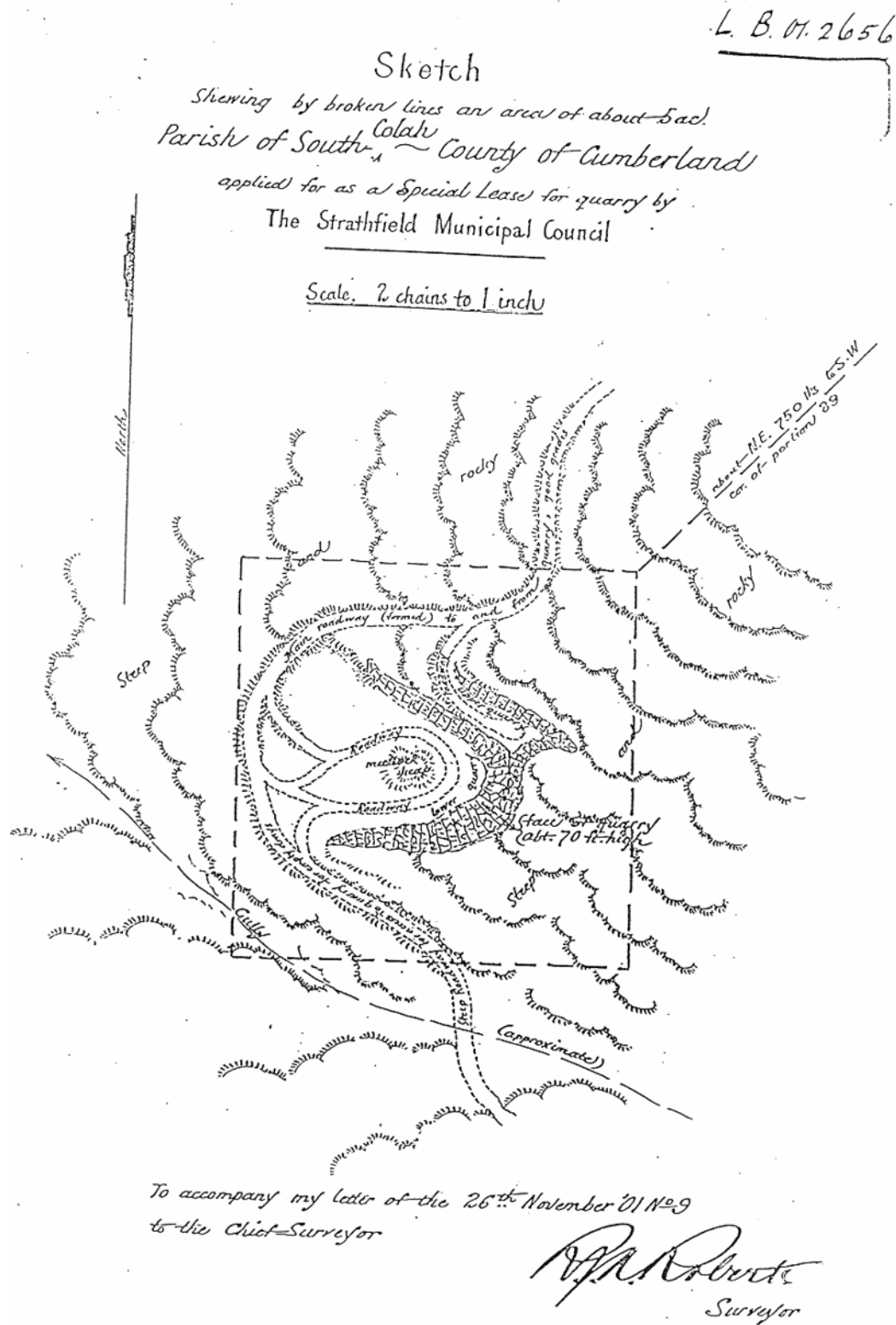


Figure 2.5. The Quarry November 1901

Surveyor RJ Roberts sketched this map of the quarry when accompanying the Clerk of Strathfield Council to the site.

Source: With Ms.Ls 03/4996 Lands, Miscellaneous Lease Branch, Correspondence, SRNSW 10/11438



Figure 2.6. The Quarry 1930

This aerial photograph shows the quarry in the midst of bushland near Thornleigh.

Source: SR Map 32200



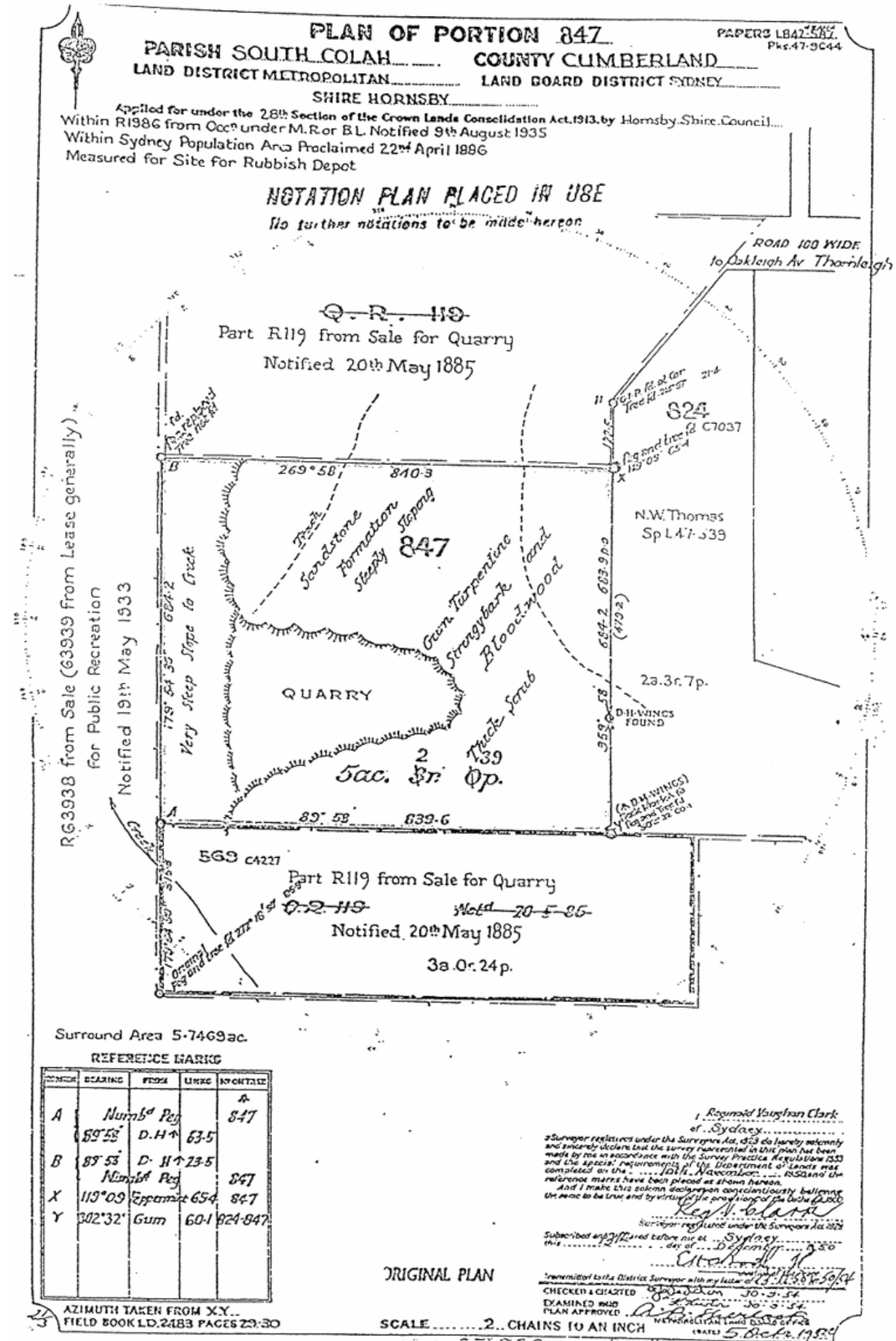


Figure 2.8. The Quarry December 1950

The quarry was re-surveyed as Portion 847 in readiness for its use as a rubbish tip.

Source: C.7039.2030, Crown Plan

### **3 SITE SURVEY.**

#### **3.1 Introduction.**

Site survey was completed on 14 February 2002 by Edward Higginbotham.

#### **3.2 Description of items.**

A number of items were recorded and photographed:

1. Road joining Timbarra Road and Bellamy Street, via Thornleigh Quarry.
2. Sandstone box drain under road.
3. Upper road from De Saxe Close to Thornleigh Quarry.
4. Upper Bench of Quarry.
5. Thornleigh Quarry.
6. Route to former stone crusher and siding in Thornleigh Quarry.
7. Railway siding.
8. Sewer vent and associated works.
9. Cement lined pipe and drain under road.
10. Site of Hall's Camp.

These sites are briefly described below.

##### **3.2.1 Road joining Timbarra Road and Bellamy Street, via Thornleigh Quarry.**

The road is a single lane unsealed road, with eroding surface of crushed sandstone. Erosion has uncovered the lower metalling of the road, which would originally have had a convex surface of finer materials, clay and sandstone, in order to shed stormwater.

The road commences at the end of Timbarra Road and by a curving route enters the lower level of Thornleigh Quarry, before proceeding in a southerly direction down the hill to the creek crossing, thence up the hill to Bellamy Street. Near Timbarra Road, the roadway is cut into sandstone bedrock, leaving a rock face above the road.

The original purpose of the road was clearly to provide vehicular access to the quarry. The road was never gazetted. It may have been constructed in the 1880s, but was probably improved as required during the life of the quarry to the 1940s.

### **3.2.2 Sandstone box drain under road.**

At the end of De Saxe Close there is a sandstone box drain across the road, and down slope a cut through a large sandstone slab, to provide a spillway for the stormwater. More recent improvements to the drain include a concrete dish drain from de Saxe Close and from the road to the sandstone cutting. The headwall of the sandstone box drain appears to have been modified by these works.

The sandstone box drain is typical of road construction in the 19<sup>th</sup> and possibly early 20<sup>th</sup> century. It is likely to have been constructed by the lessees of the quarry to improve road access.

### **3.2.3 Upper road from De Saxe Close to Thornleigh Quarry.**

Apart from the road from Timbarra Road to Thornleigh Quarry, there are also traces of an unsealed road from the end of De Saxe Close to Thornleigh Quarry. This road has been cut off by the recent revetment walling at the end of De Saxe Close, but still continues for a short duration above the other access road, although it provides a steeper access route to the quarry. Near De Saxe Close a section of the roadway is cut into sandstone bedrock, which shows signs of drilling for explosive blasting.

### **3.2.4 Upper Bench of Quarry.**

The unsealed road from De Saxe Close is joined to an upper bench of Thornleigh Quarry. This bench is a levelled area, with rock face above. It may represent a remnant of early benching down in the quarry, or perhaps a late extension of the quarry.

### **3.2.5 Thornleigh Quarry.**

Thornleigh Quarry itself is surrounded on three sides by sandstone rock faces, some of which display evidence of drilling for explosives. The lower part of the quarry faces slope inwards towards the floor of the quarry. Some logs have been arranged in a semi circle to form seating in what is known as the “interpretive circle”. The roadway passes on the west side of the quarry, which is open to the valley.

It is interesting to note that historical sources indicate that the rock from the quarry was used for railway ballast. This was certainly the case with the earliest railway lines, for example the 1855 line between Sydney and Parramatta, but according to C. C. Singleton it was still general practice in the 1880s.<sup>29</sup> The date of the changeover from sandstone to basalt and blue metal appears to have been late in the 19<sup>th</sup> century.

### **3.2.6 Route to former stone crusher and siding in Thornleigh Quarry.**

On the south side of the quarry is a wide trench, which is the remnant of the route the stone was hauled towards the stone crusher and railway siding. The road access to the quarry may have bridged this route in the past, but there is now no sign of bridgework, with the road crossing the route as a causeway. On the west side of the road, the route to the stone crusher spills into what is now an extensive erosion gully, which is not easily accessible.

### **3.2.7 Railway siding.**

Dense undergrowth did not allow the end of the railway siding at the quarry to be inspected in detail. The line of the siding was not clearly visible as a change of slope, possibly because there is evidence in the form of sewer inspection covers, that the sewer was later constructed along the line of the siding, at least from the creek crossing with the roadway.

The railway siding must cross the access road to the quarry near the creek crossing, but there is no clear evidence for a railway cutting or track bed at this point. This is probably due to extensive construction works associated with the sewer and sewer vent, the latter being located on the west side of the creek at the road crossing or ford.

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<sup>29</sup> C C Singleton, ‘The Short North – The Sydney-Newcastle Link Railway’, *Australian Railway Historical Society Bulletin*, 329, March 1965, p 46.

Further investigation along the upper reaches of the creek located a well defined section of railway cutting which led towards a creek crossing, still visible as a rock shelf across the creek. This site is located next to the Great North Walk. The upper section of the railway siding and zig zag have disappeared beneath subdivision for housing.

### **3.2.8 Sewer vent and associated works.**

A sewer vent is located on the west side of the creek at the road crossing or ford. An inspection pit for electrical cables is also present in the vicinity. The sewer follows the route of the rail siding to towards Thornleigh Quarry, but continues in a southerly direction on the west side of the creek towards Thornleigh. Concrete slabs in the vicinity of the sewer vent may be associated with sewer construction.

### **3.2.9 Cement lined pipe and drain under road.**

Between the creek and Bellamy Street there is a dish drain across the road, together with a iron pipe with cement lining forming a drain under the road. Concrete lined pipes were used by the MWS&DB from the late 1920s onwards.<sup>30</sup> This drain pipe must therefore date from the 1920s onwards, and therefore represents a moderately late improvement to the road access to the quarry.

### **3.2.10 Site of Hall's Camp.**

There is an area of bushland on the west side of the creek to the south of the road crossing and also to the south of the road to Bellamy Street. While this may have been part of Hall's Camp, no evidence was located above ground of this settlement in the remaining area that has escaped subdivision. It is possible that below ground remains survive. Hall's Camp was a construction camp, for the railway construction in the 1880s and possibly later for the continuing exploitation of the quarry. It is notable that one reporter in 1888 described the camp as similar to a "reservoir camp", since major construction works, like the Upper Canal and of course railways necessitated the establishment of construction camps for the large labour force that was required. Similar sites are known on the Upper Canal, completed in 1888, but none have been investigated in detail. One of the earliest railway construction camps was at Granville, at the 1855 terminus of the Sydney to Parramatta Railway.

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<sup>30</sup> Aird, William V. 1961. *The Water Supply, Sewerage and Drainage of Sydney*. Sydney. P. 41-42, 121

### 3.3 Plans.

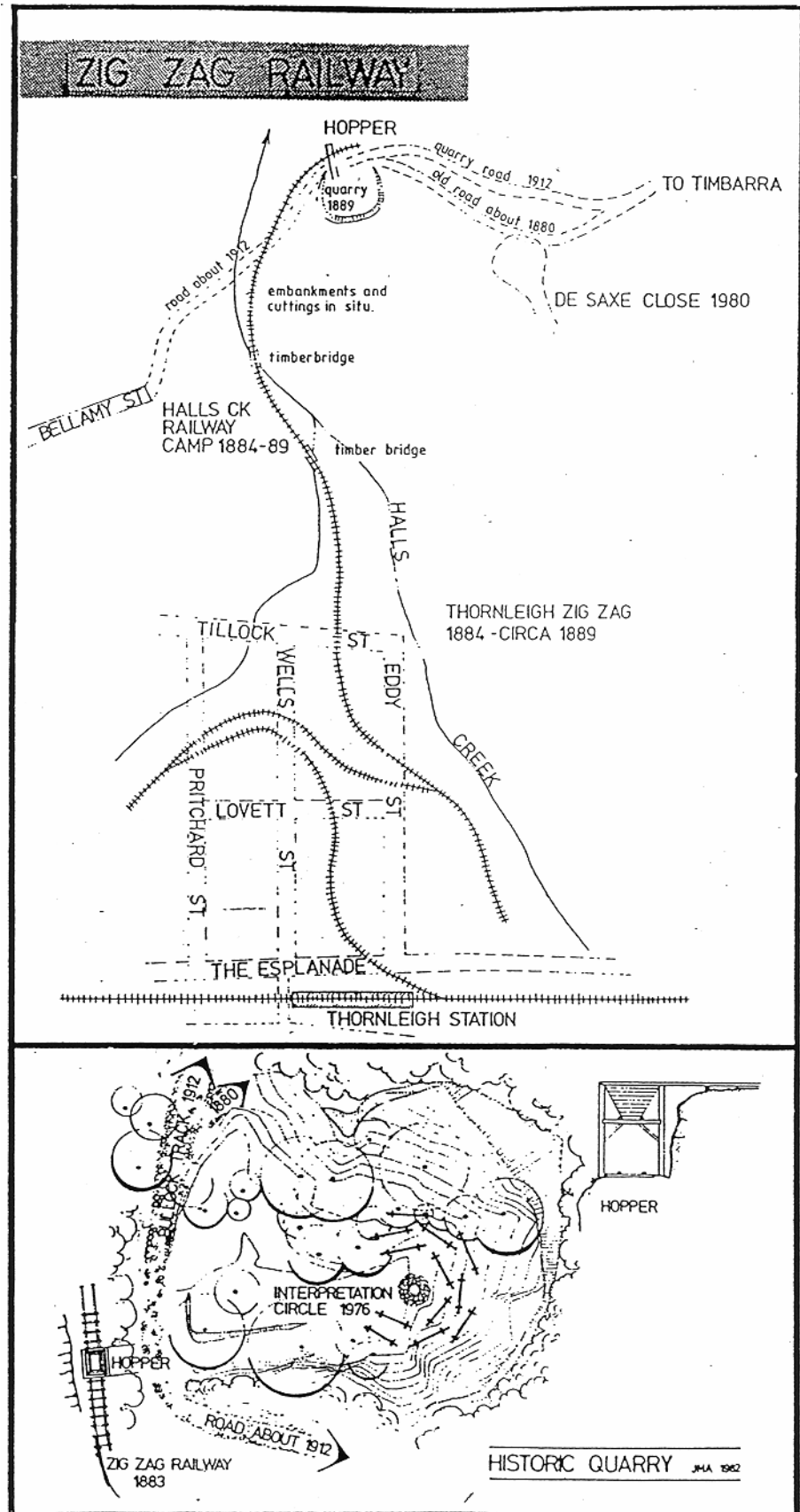


Figure 3.1. Plan showing general layout of items in the vicinity of Thornleigh Quarry. Some of the historical dates on this plan cannot be confirmed

Source: Hornsby Shire Council, from research by Mr. Ben Shields.

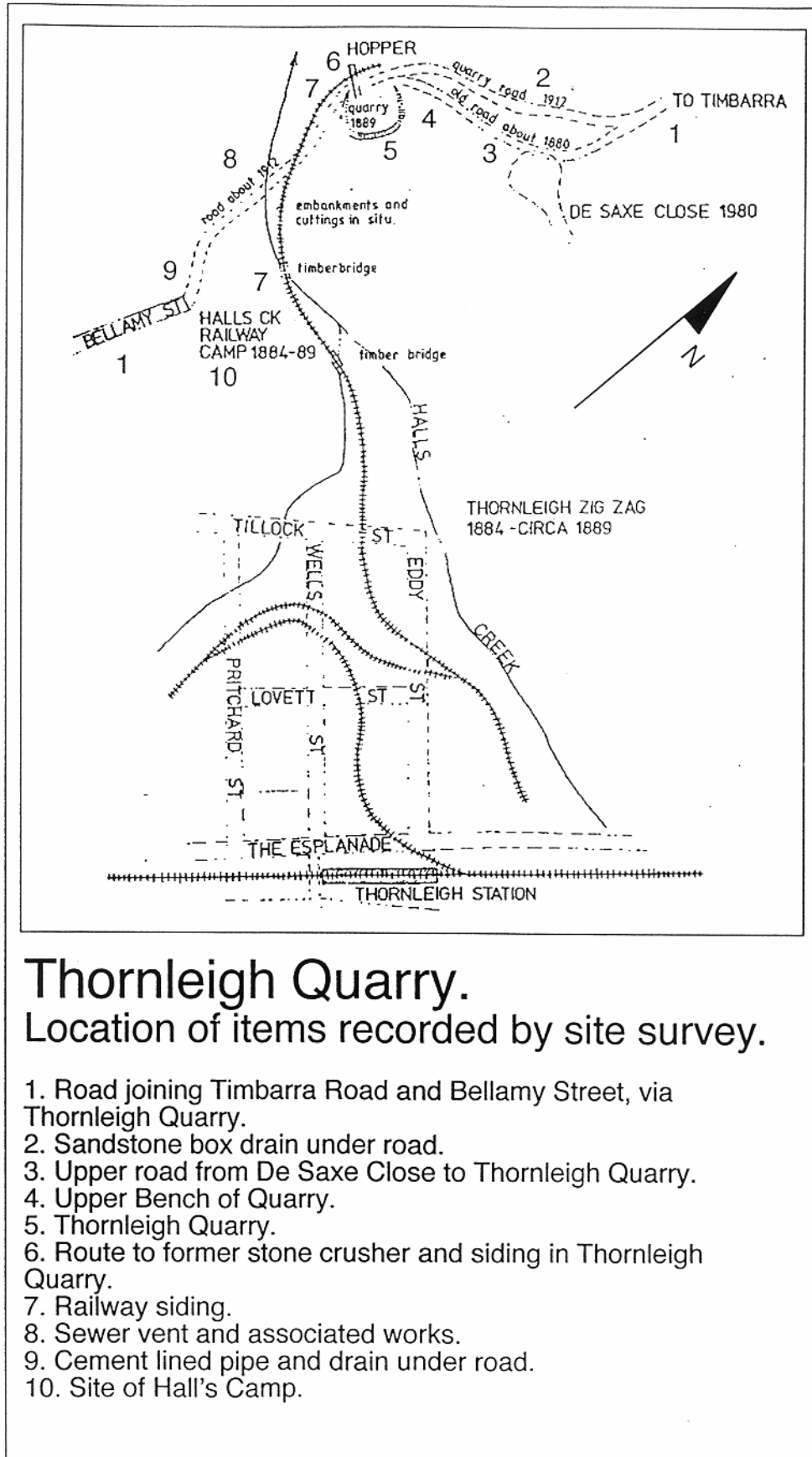


Figure 3.2. Plan showing approximate location of items recorded by site survey.

### 3.4 Photographs.



Plate 3.1. Access road to Thornleigh Quarry from Timbarra Road, showing sandstone cutting.

Plate 3.2. Access road to Thornleigh Quarry from Bellamy Street.



Plate 3.3. Outlet of sandstone box drain under road near de Saxe Close.

Plate 3.4. Cutting in sandstone bedrock below road for stormwater drainage.



Plate 3.5. Road from end of De Saxe Close to Thornleigh Quarry.

Plate 3.6. Rock cutting on upper access road to Thornleigh Quarry, showing holes drilled for blasting.



Plate 3.7. Upper bench on north side of Thornleigh Quarry, connecting with upper access road.  
Plate 3.8. General view of Thornleigh Quarry.



Plate 3.9. Trench on south side of Quarry, forming route for stone to stone crusher and rail siding.  
Plate 3.10. Erosion gully on site of chute to stone crusher and rail siding, on west side of quarry.



Plate 3.11. Ford on access road to quarry from Bellamy Street.

Plate 3.12. Section of railway cutting south of ford on east side of creek. This is the only section of well preserved tract alignment near the access road to the quarry.



Plate 3.13. Sewer vent beside the access road on the west side of the creek.

Plate 3.14. Dish drain across access road and pipe culvert.

## 4 CULTURAL SIGNIFICANCE.

### 4.1 Current assessment criteria.

The importance of the subject site will be assessed in general terms according to its cultural significance. The criteria for assessment of significance have been recently updated by the heritage Office of NSW.

The State Heritage Register and the State Heritage Inventory were established under Part 3A of the Heritage Act (as amended in 1998) for listing of items of environmental heritage.<sup>31</sup> The State Heritage Register list items, which are of state heritage significance, while the State Heritage Inventory includes items of local (or regional) heritage significance.<sup>32</sup>

To be assessed for listing on the State Heritage Register (state significance) or State Heritage Inventory (local or regional significance) an item will, in the opinion of the Heritage Council of NSW, meet one or more of the following criteria.<sup>33</sup>

- an item is important in the course, or pattern, of NSW's cultural or natural history;
- an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history;
- an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW;
- an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons;
- an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history;
- an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history;
- an item is important in demonstrating the principal characteristics of a class of NSW's
  - cultural or natural places; or
  - cultural or natural environments.

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<sup>31</sup> *environmental heritage* means those places, buildings, works, relics, moveable objects, and precincts, of state or local heritage significance (section 4, *Heritage Act, 1977*).

<sup>32</sup> *state heritage significance*, in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific cultural, social, archaeological, architectural, natural or aesthetic value of the item (section 4A(1), *Heritage Act, 1977*).

<sup>33</sup> Guidelines for the application of these criteria have not been prepared by the NSW Heritage Office to date, but reference should be made to the NSW Heritage Manual, which includes the previous wording for these criteria.

Heritage Office and Department of Urban Affairs and Planning. 1996. Heritage Assessments. pp. 4-7.

An item is not to be excluded from the Register or Inventory on the ground that items with similar characteristics have already been listed on the Register or Inventory.

The NSW Heritage Manual provides for three levels of significance, namely local, regional and state. While the new criteria have abandoned the use of the term “regional”, nonetheless the use of the term is still considered beneficial to differentiate between items of local and regional significance, even though both categories are only appropriate for listing on the State Heritage Inventory or Local Environment Plan (LEP).

(In criteria a to g, where an item is deemed to be of local significance, the word locality should be substituted for NSW. Where an item is deemed to be of regional significance, the word region should be substituted for NSW).

#### **4.2 Previous assessment criteria, 1996.**

In 1996 the assessment criteria were standardised by the Heritage Office and Department of Urban Affairs and Planning in the *NSW Heritage Manual*.<sup>34</sup> These previous assessment criteria are summarised below for reference purposes. Some practitioners may still prefer to use the three criteria relating to level of significance, namely local, regional and state, although there is only provision to use the levels local and state under the current guidelines.

Where there is an equivalence between the current and previous guidelines, a letter (a-g) referring to the current criteria is placed against the previous definition.

##### **Nature of significance.**

**Historical significance (evolution and association) (criteria a and b).** An item having this value is significant because of the importance of its association with, or position in the evolving pattern of our cultural history.

**Aesthetic significance (scenic / architectural qualities / creative accomplishment) (criterion c).** An item having this value is significant because it demonstrates positive visual or sensory appeal, landmark qualities and/or creative or technical excellence.

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<sup>34</sup> Heritage Office and Department of Urban Affairs and Planning. 1996. *NSW Heritage Manual*.

**Technical / research significance (archaeological, industrial, educational, research potential and aesthetic significance values) (criterion e).** Items having this value are significant because of their contribution or positive contribution to an understanding of our cultural history or environment.

**Social significance (contemporary community esteem) (criterion d).** Items having this value are significant through their social, spiritual or cultural association with a recognisable community.

**Degree of significance.**

**Representativeness (criterion g).** Items having this value are significant because they are fine representative examples of an important class of significant items or environments.

**Rarity (criterion f).** An item having this value is significant because it represents a rare, endangered or unusual aspect of our history or cultural environment.

**Level of significance.**

**Local.** Comprises items significant in a local historical or geographical context or to an identifiable contemporary local community.

**Regional.** Comprises items significant in a regional historical or geographical context or to an identifiable contemporary regional community.

**State.** Comprises items significant in a state-wide historical or geographical context or to an identifiable contemporary state-wide community.<sup>35</sup>

#### **4.3 Technical / research significance and archaeological significance.**

The term 'archaeological significance' may be defined as the extent to which a site may contribute knowledge, not available from other sources, to current themes in historical archaeology and related disciplines.<sup>36</sup> 'Archaeological significance' is included in Criterion E of the current criteria for assessment.

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<sup>35</sup> The above assessment criteria were extracted verbatim from Heritage Office and Department of Urban Affairs and Planning, 1996. Heritage Assessments. pp. 4-7.

<sup>36</sup> This definition is based upon the following references; A. Bickford, & S. Sullivan, 'Assessing the research significance of historic sites', in S. Sullivan, & S. Bowdler, *Site survey and significance assessment in Australian archaeology*, Dept. of Prehistory, Research School of Pacific Studies, ANU, Canberra, 1984, pp. 19-26.; S. Sullivan, & S. Bowdler, *Site survey and significance assessment in Australian archaeology*, Dept. of Prehistory, Research School of Pacific Studies, ANU, Canberra, 1984, passim.

In the assessment of archaeological significance, several factors or criteria have to be taken into account. Questions include:

- Does the site contribute knowledge not available from other sources? In this respect, the preservation of the site, the availability of comparative sites, and the extent of historical documentation should be considered.
- Does this knowledge contribute meaningfully to current research themes in historical archaeology and related disciplines? The level of this contribution may be assessed on the same basis as other aspects of cultural significance, for example, locality, region or state.

It is clear that the determination of archaeological significance is closely related and, in fact, dependent upon the development of current research themes in historical archaeology. Research themes will be discussed in this study, thereby giving the historical archaeologist a framework or starting point from which future research and site assessment may proceed.

#### **4.4 The heritage significance of the subject site.**

The following statement of significance is prepared in accordance with the current assessment guidelines. It concentrates on aspects of archaeological and historical significance.

*an item is important in the course, or pattern, of NSW's cultural or natural history;*

Thornleigh Quarry was part of the works associated with construction of the railway line between Strathfield and Newcastle in the 1880s. The construction of the railway was one of the government works to connect the main centres of population in the state by rail. As an ancillary item associated with construction, the quarry does not share the state significance of the railway route, but nonetheless makes some contribution towards that significance.

Likewise the railway siding and its zig zag is an ancillary item to railway construction. The zig zag is not comparable to the major works taking the Great Western Railway over the Blue Mountains. The zig-zags on the east and west (Lithgow) sides of the Blue Mountains were on main lines and were associated with major works in terms of viaducts and tunnels. The zig-zag at Thornleigh was on a quarry siding and had no major construction works associated with it.

The site of Hall's Camp was a typical construction camp, many of which were associated with major construction works on railways, water supply or dam construction. Other construction camps or towns are known, for example, along the Upper Canal or at Warragamba.

Level of significance: Local.

*an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history;*

The construction of the railway siding and zig-zag to the quarry and also Hall's Camp were associated with Amos & Co, who won the contract to build the section of railway from Strathfield to Hawkesbury River. The quarry is later associated with Angus & Monie, who won the contract for duplication of the railway line. William Monie was associated with major works in Victoria and NSW, such as railway and water supply. The Department of Public Works continued to use the quarry for road metalling, but it was then leased by Hornsby Shire Council and by various quarrymen for dimension stone, etc. until the 1940s.

Level of significance: Local.

*an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW;*

Not applicable.

Level of significance: not applicable.

*an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons;*

Not applicable.

Level of significance: Not applicable.

*an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history;*

Thornleigh Quarry possesses little potential to yield information concerning quarrying technology that is not already available from other sources. Nonetheless its survival and current condition has the potential to demonstrate quarry workings in general.

The zig-zag section of the siding to the quarry is now located under suburban housing blocks and its survival has not been established for this report. The surviving parts of the siding near to the proposed cycleway simply demonstrate its former use, but are unlikely to contribute further information.

The site of Hall's Camp is of greater archaeological potential, in that archaeological investigation may reveal evidence on the working and living conditions associated with construction camps. This area of research has not been investigated in detail to date, but Hall's Camp would be comparable with and may contribute towards an understanding of construction camps, both within and beyond the Sydney Metropolitan Area.

Level of significance: Local for Thornleigh Quarry and rail siding with zig-zag section, but possibly State significance for Hall's construction camp. The previously used 'regional' level of significance would be more appropriate for the construction camp.

*an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history;*

The quarry, the railway siding and construction camp are all examples of items, which were common throughout the state. It has been claimed that the zig-zag is a rare item, one of three examples in the state. The comparison with the zig-zags and the major works associated with the Great Western Line over the Blue Mountains has already been discounted. The zig-zag at Thornleigh was a practical solution to obtaining access to a quarry, and is of no greater significance.

Level of significance: Local.

*an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or  
cultural or natural environments.*

Thornleigh Quarry, the rail siding and construction camp are representative of their type and illustrate common features with other sites.

Level of significance: Local for Thornleigh Quarry and rail siding with zig-zag section, but possibly State significance for Hall's construction camp. The previously used 'regional' level of significance would be more appropriate for the construction camp.

#### **4.5 Summary of statement of significance.**

Thornleigh Quarry and its associated siding with zig-zag section possesses a local level of significance for a number of criteria. The site of Hall's Camp may possess a greater level of significance because of

its potential to reveal information relating to construction camps for public works, like railway, water supply or dam construction. While the current criteria only permit a state level of significance to be applied to items above the local level, nonetheless the use of the term 'regional' from the previous assessment criteria would be more appropriate.

Thornleigh Quarry was part of the works associated with construction of the railway line between Strathfield and Newcastle in the 1880s. The construction of the railway was one of the government works to connect the main centres of population in the state by rail. The quarry, the railway siding, the zig zag and Hall's construction camp are ancillary items to railway construction.

The site of Hall's Camp was a typical construction camp, many of which were associated with major construction works on railways, water supply or dam construction.

The construction of the railway siding and zig-zag to the quarry and also Hall's Camp were associated with the railway contractors of the period, namely Amos & Co and later Angus & Monie. It was also associated with the Department of Public Works, Hornsby Shire Council and various quarrymen until the 1940s.

Thornleigh Quarry and surviving parts of the railway siding possess little potential to yield information concerning quarrying technology or railway construction that is not already available from other sources. Nonetheless their survival and current condition has the potential to demonstrate quarry workings in general.

The site of Hall's Camp is of greater archaeological potential, in that archaeological investigation may reveal evidence on the working and living conditions associated with construction camps.

The quarry, the railway siding and construction camp are all examples of items, which were common throughout the state. The zig-zag at Thornleigh was a practical solution to obtaining access to a quarry, and is of no greater significance.

## **5 CONSERVATION GUIDELINES AND RECOMMENDATIONS.**

### **5.1 Constraints and opportunities (conservation policies and guidelines).**

The following issues are relevant to the current proposal to subdivide the land around the historical house of Raby:

1. The NSW *Heritage Act* and historical archaeology.
2. National Parks and Wildlife Act 1974.
3. The curtilage of Thornleigh Quarry.
4. The survival of the archaeological remains.
5. The impact of the proposed development.
6. Mitigation measures.
7. Interpretation and display.
8. Archival recording.
9. The ICOMOS Burra Charter.
10. Definition of Terms.

These issues are considered separately below.

#### **5.1.1 The NSW *Heritage Act* and historical archaeology**

The *Heritage Act* contains various legal measures to protect historical archaeological resources.

Where historical research has revealed the location of historical settlement, experience has shown that the discovery of relics is highly likely once the soil is disturbed. When relics are revealed the Heritage Council must be notified. This may involve delay until appropriate arrangements can be made to record the archaeological remains. As a result, developers and others are normally advised that excavation permits must be obtained prior to undertaking works, which involve excavation or the disturbance of historical sites. In this way most delays can be avoided.

The NSW *Heritage Act* defines a 'relic' as:

*any deposit, object or material evidence -*

*a). which relates to the settlement of the area that comprises New South Wales, not being aboriginal settlement; and*

*b) which is 50 or more years old*

Section 139 of the *Heritage Act* provides that:

- c). A person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit.*
- d). A person must not disturb or excavate any land on which the person has discovered or exposed a relic except in accordance with an excavation permit.*

If a site is the subject of an order under Section 130, an Interim Heritage Order, or is listed on the State Heritage Register, approval for an excavation permit is required under Section 60 of the *Heritage Act*.

If a site is not the subject of an order under the *Heritage Act* and is not listed on the State heritage Register, an excavation permit is required, in accordance with Section 140.

Section 146 of the *Heritage Act* requires that the accidental discovery of relics should be reported to the Heritage Council of NSW.

*A person who is aware or believes that he or she has discovered or located a relic (in any circumstances, and whether or not the person has been issued with an excavation permit) must:*

- e). within a reasonable time after he or she first becomes aware or believes that he or she has discovered or located that relic, notify the Heritage Council of the location of the relic, unless he or she believes on reasonable grounds that the Heritage Council is aware of the location of the relic, and*
- f). within the period required by the Heritage Council, furnish the Heritage Council with such information concerning the relic as the Heritage Council may reasonably require.*

When an item of heritage significance comes under the ownership or control of a public authority, the authority is required to record it in a Heritage and Conservation Register, under section 170 of the *Heritage Act*. The purpose of the provision is to alert the authority whenever works are proposed, which might affect the item.

Apart from the *Heritage Act*, the requirements of all other legislation are outside the scope of this report.

### **5.1.2 National Parks and Wildlife Act 1974.**

Under the *National Parks and Wildlife Act 1974*, the National Parks and Wildlife Service (NPWS) is responsible for the protection and preservation of aboriginal relics in New South Wales.

A relic is defined as " any deposit, object or material evidence (not being a handicraft made for sale), relating to indigenous and non-European habitation both prior to and concurrent with the occupation of the area by person of European extraction."<sup>37</sup>

Anyone who discovers a relic, whether it is the property of the Crown or not, must report the discovery to the Director, National Parks and Wildlife Service, within a reasonable time of the discovery , unless he/she believes the Director already knows of its existence and location. - i.e. that it is already on the National Parks and Wildlife Register. It is important to report discoveries promptly so that officers of the NPWS, can visit the site if they wish. It is illegal to disturb, damage, deface or destroy a relic or Aboriginal Place, without the Director's prior written consent.

If the relic is found on privately owned land it should be deposited with the Central Region Office of the NPWS. If it is found on Crown Land, including public roads, it should be deposited with The Australian Museum, College Street, Sydney, which curates moveable aboriginal relics, which are the property of the Crown.

Where historical relics are located on land owned by the NPWS, guidelines for obtaining approvals for works are outlined in NPWS. *Guidelines for Approvals: Cultural heritage places, buildings, landscapes & movable heritage items on NPWS estate*, December 2001.

The likelihood of discovering aboriginal relics on the site has not been assessed and is outside the scope of this report.

### **5.1.3 The curtilage of Thornleigh Quarry.**

The curtilage of Thornleigh Quarry should include its bush setting, together with a boundary of at least 10 metres back from the top edge of the cliff face of the quarry. The curtilage should also include the access roads, the railway siding and the site of Hall's Camp.

It is suggested that the present boundaries of suburban development should form the curtilage of the site in this part of the Berowra Valley Bushland Park.

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<sup>37</sup> National Parks and Wildlife Act, 1974.

#### **5.1.4 The survival of the archaeological remains.**

The surviving condition of the archaeological remains has been described in Chapter 3.

#### **5.1.5 The impact of the proposed development.**

Plans and specifications for the proposed cycleway are included in Appendix 3.

The cycleway has a minimal impact on the identified heritage items, including Thornleigh Quarry, its associated railway siding with zig-zag section and the site of Hall's Camp.

#### **5.1.6 Mitigation measures.**

The construction of the box culvert at approximate chainage 120 should not disturb the existing pipe culvert under the road. The construction of the new bridge is located at a site, which has already been extensively disturbed by sewerage construction works (chainage 225 to 284). Instead of disturbing the sandstone box drain at approximate chainage 490, a new drain should be constructed beside the existing drain and should not disturb the existing drain, but make good the headwalls in original materials (sandstone blocks).

During the construction of the proposed cycleway, construction materials and machinery should be confined to the existing roadway and should not be placed on or driven from existing road surfaces or pathways into the surrounding bush. This restriction particularly applies to the quarry itself, but also the bush on either side of the cycleway in the vicinity of the railway siding and Hall's Camp. The latter area is defined as from chainage 0 to 300, although there is an area of cleared ground near the sewer vent, which may be used.

#### **5.1.7 Interpretation and display.**

Consideration should be given to placing interpretation signage in an appropriate style beside the cycleway at a number of locations, including:

1. Hall's Camp (approximately chainage 90).
2. Location where railway siding crossed roadway (approximately chainage 285).
3. Route from quarry to stone crusher and rail siding (approximate chainage 360).
4. Entrance to Thornleigh Quarry (approximate chainage 375).
5. Sandstone box drain (approximate chainage 490).

In addition a sign indicating the location and direction of the interpretation trail should be placed at either end of the cycleway and also on the Great North Walk.

The signage should describe the history of the heritage items and indicate why they are important. Normally an interpretation plan is prepared for design and construction of interpretation and display materials, though in this case the scope of the task would not appear extensive.

Consideration should be given to integrating the neighbouring section of the Great North Walk with the interpretation trail and cycleway. For example, the Great North Walk passes beside the course of the rail siding to the south of the creek crossing. It would be possible to construct a duplicate section of the Great North Walk along the route of the siding as far as the quarry and then return to its original course by existing pathways. This issue should be assessed separately or as part of an interpretation plan.

#### **5.1.8 Archival recording.**

Prior to disturbance or change of use, detailed recording of the site should be undertaken to archival standard, in accordance with Department of Planning (now DUAP) and the Heritage Council of New South Wales. 1994. *NSW Heritage. How to prepare archival records of heritage items.*

Since the roadway and route of the cycleway is not a heritage item, it is not considered necessary to provide any additional archival recording other than this assessment report. This report should be placed in a permanent archive, for example the local history section of Council's Library, but should also be available electronically on CD.

#### **5.1.9 The ICOMOS Burra Charter.**

These guidelines have been prepared in accordance with the provisions of the Burra Charter as amended in 1999. All works on the place should also be guided by its principles.

#### 5.1.10 Definition of Terms.

The ICOMOS Burra Charter, as updated in 1999, provides useful definitions of the terms used in conservation plans.<sup>38</sup> Article 1 of the Burra Charter defines the following terms:

1.1 *Place* means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

1.2 *Cultural significance* means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its *fabric, setting, use, associations, meanings, records, related places and related objects*.

Places may have a range of values for different individuals or groups.

1.3 *Fabric* means all the physical material of the *place* including components, fixtures, contents and objects.

1.4 *Conservation* means all the processes of looking after a *place* so as to retain its *cultural significance*.

1.5 *Maintenance* means the continuous protective care of the *fabric* and *setting* of a *place*, and is to be distinguished from repair. Repair involves *restoration* or *reconstruction*.

1.6 *Preservation* means maintaining the *fabric* of a *place* in its existing state and retarding deterioration.

1.7 *Restoration* means returning the existing *fabric* of a *place* to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

1.8 *Reconstruction* means returning a *place* to a known earlier state and is distinguished from *restoration* by the introduction of new materials into the *fabric*.

1.9 *Adaptation* means modifying a *place* to suit the existing use or a proposed use.

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<sup>38</sup> Australia ICOMOS. The Burra Charter. The Australia ICOMOS Charter for Places of Cultural Significance. 1999.

1.10 *Use* means the function of the place, as well as the activities and practices that may occur at the place.

1.11 *Compatible use* means a use which respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.

1.12 *Setting* means the area around a *place*, which may include the visual catchment.

1.13 *Related place* means a place that contributes to the *cultural significance* of another place.

1.14 *Related object* means an object that contributes to the *cultural significance* of a *place* but is not at the place.

1.15 *Association* means the special connection that exists between people and a *place*.

1.16 *Meanings* denote what a *place* signifies, indicates, evokes or expresses.

1.17 *Interpretation* means all the ways of presenting the cultural significance of a *place*.

## **5.2 Conservation recommendations.**

The above issues relating to the proposed development may be resolved by undertaking the following recommendations.

It is recommended that:

1. Prior to the commencement of works on the site, an excavation permit, under the Heritage Act of NSW, should be obtained.

The excavation permit may be obtained by a qualified archaeologist on behalf of the client.

In this case, the NPWS have delegated authority under the Heritage Act to approve works where there is limited impact on heritage items. This assessment report should be submitted to the NPWS Regional Office (contact: Mr. Glen Meade) for sign off and completion of excavation permit application forms (name and contact details of owner, consent of owner). The assessment report and permit application

(no fees payable) should then be submitted for approval to Mr. Raymond Fowke, Conservation Programs & Planning Division (CPPD), Central Directorate, NPWS, Hurstville.

## 2. Mitigation measures.

The following measures should be undertaken to minimise the impact of the proposed cycleway:

1. The construction of the box culvert at approximate chainage 120 should not disturb the existing pipe culvert under the road.
2. A new drain should be constructed beside the existing sandstone box drain at approximate chainage 490 and should not disturb the existing drain, but make good the headwalls in original materials (sandstone blocks).
3. During the construction of the proposed cycleway, construction materials and machinery should be confined to the existing roadway and should not be placed on or driven from existing road surfaces or pathways into the surrounding bush. This restriction particularly applies to the quarry itself, but also the bush on either side of the cycleway in the vicinity of the railway siding and Hall's Camp. The latter area is defined as from chainage 0 to 300, although there is an area of cleared ground near the sewer vent, which may be used.

## 3. Interpretation signage.

Consideration should be given to placing interpretation signage in an appropriate style beside the cycleway at a number of locations, including:

1. Hall's Camp (approximately chainage 90).
2. Location where railway siding crossed roadway (approximately chainage 285).
3. Route from quarry to stone crusher and rail siding (approximate chainage 360).
4. Entrance to Thornleigh Quarry (approximate chainage 375). Sandstone box drain (approximate chainage 490).

In addition a sign indicating the location and direction of the interpretation trail should be placed at either end of the cycleway and also on the Great North Walk.

The signage should describe the history of the heritage items and indicate why they are important.

4. This report should be placed in a permanent archive, for example the local history section of Council's Library, but should also be available electronically on CD.

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## **APPENDIX 1. CHRONOLOGY.**

1880

Assent to construction of Homebush to Waratah railway

1 May 1883

Contract to construct Strathfield to Hawkesbury River section awarded to Amos & Co for £445,472

20 May 1885

Reserve for quarry gazetted (Reserve 119)

28 November 1888

Detailed description of Hall's Camp published

29 August 1892

Plan of G H Thorn's Portion boundary showed part of the alignment of the zigzag railway

27 August 1901

Strathfield Council applied for a Special Lease over 5 acres in order to quarry stone for road making

22 November 1901

Surveyor R J Roberts visited the quarry with Strathfield Council's Clerk

10 March 1903

Parramatta Land Board rejected application by Strathfield Council for lease over the quarry

1 December 1907

Commencement of Special Lease over 10 acres part QR 119 Parish of South Colah, for Hornsby Shire Council

7 November 1930

Portion 569 of 10 acres measured over quarry site

1 February 1931

William Andrew Hayward of 60 Helen St, Lane Cove given a Special Lease on Portion 569 for quarry

1939

Special Lease 39/217 by Arthur Keneth Chidgery over portion 569

23 October 1942

Arthur Keneth Chidgery's Lease revoked

1942

Special Lease 42/77 by George Henrick Nordstrom for Portion 569

10 November 1950

Portion 847 of 5 acres 2 roods and 39 perches measured over quarry as site for a rubbish dump

18 October 1968

Gazettal of Portion 569 as addition to Reserve 85089 for Public Recreation and Promotion of the Study & Preservation of Native Flora and Fauna

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## APPENDIX 2. PRESS DESCRIPTION OF HALL'S CAMP

Source: *Cumberland Mercury*, 28 Nov 1888, p 3

Behind the Thornleigh station is situated a small alien township. The work at the quarry from which hundreds of tons of metal are being taken for use on the line from Pearce's corner has called into existence almost a second edition of, say, one of our reservoir camps. It forms quite a revelation to the district explorer who may find himself down among the western gullies. A road branches off westward from the Hornsby road on the hill above Thornleigh, and, following it for about a mile one finds himself rounding Mr. R. Patterson's orchard and making rapid progress on what the Yankoes call the down grade. The road becomes less orthodox—to use a mild term—and the surroundings wilder, until the visitor just reins his horse in in time to prevent himself meandering over the brink of a precipice almost 80 feet, perhaps, in height. Picking a way round a gentler slope, one may strike the lower level and come upon a scene that ought never be neglected when Thornleigh is being “done.” Facing down the gulch or gully is the deep back of the quarry, and many scores of navvies are toiling in the bright sun and clear air feeding the greedy hoppers of a steam-driven crushing machine. The machine pours out hourly tons of rubble, and in a separate heap is a sort of “tailings dam” or accumulating heap of siftings. Below again, in the very heart of the depression between the steep, thickly-wooded hills is the “camp.” Few in this Parramatta district now require such a camp described. Primitive, and hurriedly erected as the canvas and bark buildings appear, there is here such pure loveliness in the surroundings and such an air of Arcadian freedom and peace in the neighbourhood that one almost is tempted to believe that truer happiness could here be found than in the “perfumed chambers of the great”—provided always that the presupposed finder were endowed with a little of that mysterious something commonly referred to as “soul.” There are the pretentious-looking buildings, perhaps wholly built of galvanised iron, whereupon the signs such as “boarding house” or “general store” hang out; and there are all and sundry the myriads of ever-differing dwellings down to the ordinary calico tent. The line of tram rails runs up past the camp; and, following it, the traveller finds himself landed once more in the heart of rising Thornleigh.

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**APPENDIX 3. PLANS OF PROPOSED DEVELOPMENT.**